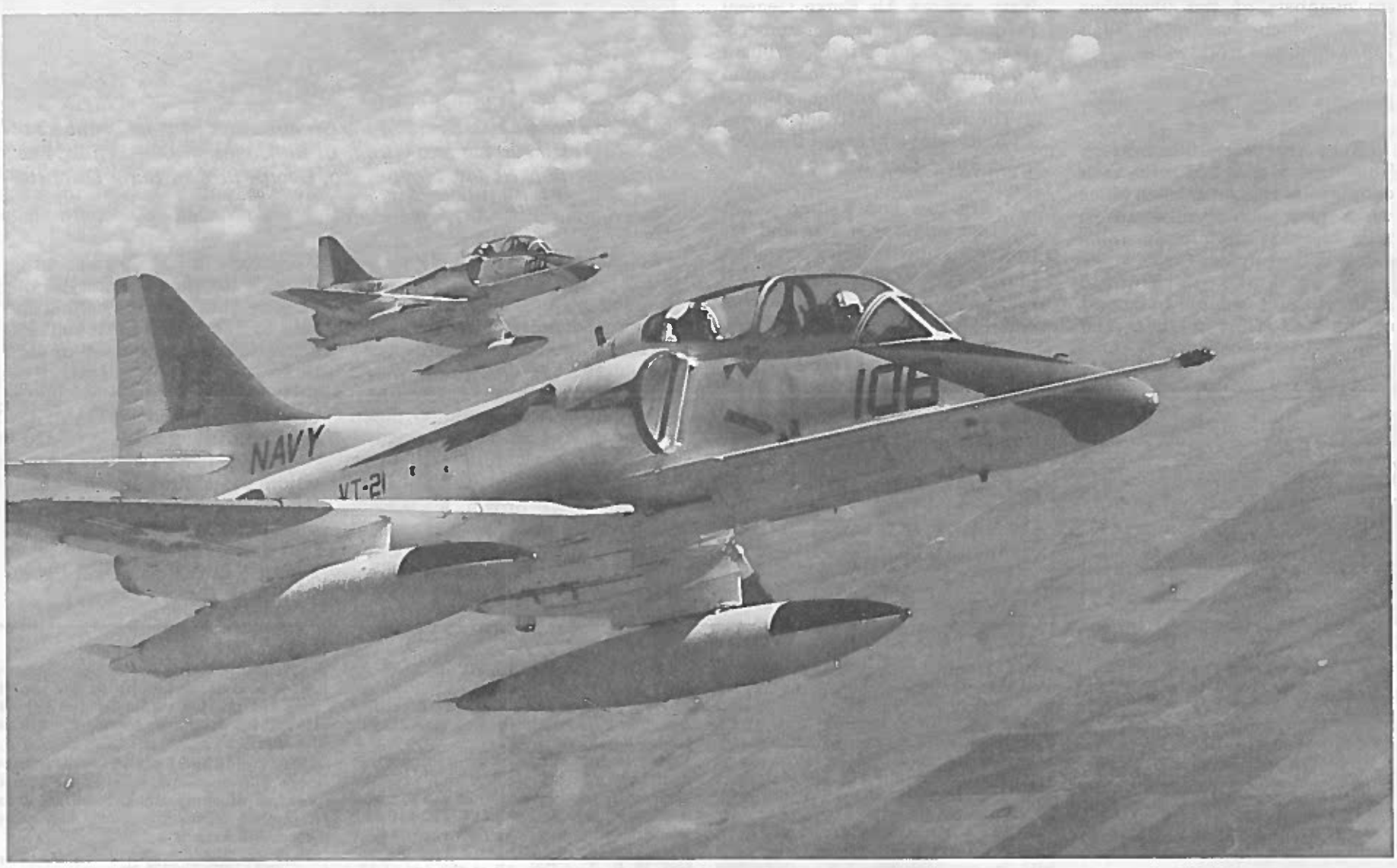
GRUMMAN
plane news
Vol. 42, No. 1, January 14, ~~1982~~ 1983. Bethpage, N.Y. 11714



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people

Heroes' story

"Very few people know that blacks flew in World War II." But they did, says Jean Esquerre, co-director of Opportunity Development and a member of the Grumman Aerospace board of directors. Esquerre is president of the National Association of Tuskegee Airmen, the group named for the place where most of those black aviators earned their wings.

Today, many Grummanites are members of this illustrious group, which has more than 1,400 members worldwide.

Pioneers

They were pioneering aviators. They had to fight to serve their country as aviators at a time when there were no programs to train black aviators in the then-segregated Army Air Corps.

But blacks who had learned to fly in the 30's wanted to be part of the war effort as fliers, and they said so. Chauncey Spencer and Claude Atkins, two early black fliers, resurrected a biplane and flew from Chicago to Washington, D.C. to meet with Eleanor Roosevelt and others to make their case. Eventually, a flight training center was opened in Tuskegee, Alabama.

The graduates, as members of the 99th Fighter Squadron, 332nd Fighter Group, 477nd Bombardment and Composite Groups and 332nd Fighter Wing — "America's Negro Air Force" as they were called then— damaged or destroyed 409 enemy aircraft and earned 150 Distinguished Flying Crosses.

Proud heritage

Many graduates would become better known after the War: retired Air Force General Benjamin Davis, Jr., former Secretary of Transportation William Coleman and Congressman Charles Biggs, among others.

The heritage of Tuskegee was a proud one; a heritage the graduates knew they had to pass on. So they formed an association. "At first, we just wanted to get together and reach out and let people know what we had done," says Esquerre. "We had been through a whole lot together."

Someone to look up to

Then, they realized the association could do more. "We could hold these role models out to our youth and say, 'Here are people who went through things you can't even imagine, and you can do it, too.'"

In recent years they've built on that philosophy to set up a national career and job development program. They recently awarded 16 scholarships to young men and women who will pursue studies in the aerospace fields. The 12 women and four men who won them raised to 36 the total number of scholarships awarded in the program's three-year history.

Says George Brown, a Tuskegee graduate and now vice president, Grumman Corporation, "The Tuskegee Airmen are examples of what young black Americans in the 40's had to go through to demonstrate to our country that we were willing and able to fight in the most sophisticated fighting machines of that time.

"We want to help young blacks to take advantage of the opportunities that exist today."

(Tony Brown's Journal, a television show aired by the Public Broadcasting System, will feature the Tuskegee Airmen in a special, four-part series called "The Black Eagles." It can be seen in February, Black History Month.)

Airborne fraternity. *Some of the Grummanites who are members of the Tuskegee Airmen are: (from L) Bill Johnson, Carl Echols, Jean Esquerre, Bob Hodge, Floyd Cisco, George Brown, Rudy Dempster and Al Richardson.*

obituaries

ROBERT W. ROGAL of Electromechanical Design, Pl. 40, died Dec. 19 at the age of 53. He had been with the company since 1959 and resided at 3769 Clark St., Seaford.

HERBERT PODEYN of Prod. Deputy and Statn. Foreman, Pl. 6, died Dec. 21 at the age of 63. He had been with the company since 1952 and his address was Rt. 1, Box 403A, Southold.

WILLIAM M. GRAHAM of Aircraft Avionic Systems, Pl. 279, died Dec. 23 at the age of 51. He had been with the company since 1977 and resided at 405 Terrace Ct., Virginia Beach, Virginia 23451.

ALF E. HELGESEN of ILS Resource Control, Pl. 35, died Dec. 24 at the age of 63. He had been with the company since 1967 and resided at 328 Sylvan Lane, Westbury.

FRANCIS J. SPLAIN of PDC Mgmt/ Staff, Pl. 5, died Dec. 26 at the age of 62. He had been with the company since 1963 and resided at 67 Midlawn Dr., Massapequa.

JOSEPH J. MORRISON of Configuration Data Mgmt., Pl. 286, died Dec. 28 at the age of 59. He had been with the company since 1951 and resided at 1824 Jackson Ave., W. Islip.

PAUL A. LIEB of Machine Shop, Pl. 2, died Dec. 28 at the age of 63. He had been with the company since 1951 and resided at 185 Old Mill Rd., N. Merrick.

FREDERICK LIEDTKE of Mfg. Supervision, Pl. 44, died Dec. 29 at the age of 56. He had been with the company since 1949 and resided at 361 S. Clenton Ave., Lindenhurst.

ERNEST JOHNSON of Mat. Mgt., Pl. 77, died Jan. 1 at the age of 62. He had been with the company since 1965 and resided at 1126 Hemlock Circle, Ft. Pierce, Florida.

DOMINICK L. GIUDICE of Mechanical Detail and Finish, Pl. 43, died Jan. 2 at the age of 39. He had been with the company since 1979 and resided at 24 Pequot Lane, E. Islip.

WILLIAM J. GIBSON of Cammacorp Pylon Subs., Pl. 77, died Jan. 2 at the age of 59. He had been with the company since 1976 and resided at 704 Cleveland Ave., Stuart, Florida.

HENRY J. RICHARDS of General Commodities, Pl. 30, died Dec. 1 at the age of 68. He had been with the company since 1967 and resided at 178 Bregman Ave., New Hyde Park.

JOSEPH W. SHABLESKI of Structures, Pl. 6, died Dec. 4 at the age of 61. He had been with the company since 1960 and resided at 428 Claus Ave., Riverhead.

CARMINE CASTELLANO of Methods Engg-GSE, Pl. 43, died Dec. 13 at the age of 54. He had been with the company since 1966 and resided at 18 Violet Ave., Hicksville.

EUGENE BOURREE of Structures, Pl. 6, died Dec. 16 at the age of 58. He had been with the company since 1965 and resided at 19 Artist Lake Dr., Middle Island.

WILLIAM J. PITAGNO of Repair Control, Pl. 6, died Dec. 18 at the age of 57. He had been with the company since 1948 and his address was Box 5126, Rt. 113, Quogue.

personals

We wish to thank our friends in Grumman and the Credit Union for their prayers, support and concern during our son Matthew's recent hospital stay. Your thoughtfulness and caring will never be forgotten. Gary and Eileen Burkhardt

The family of Hank Richards wishes to express deep gratitude to all who have kept us in their thoughts and prayers during our loss. Your support has been and will continue to be comforting during this difficult time.

The family of James P. Casey acknowledges with deepest gratitude and appreciation the prayers, sympathy and kindness offered by Grumman friends for Jim and the family.

My family and I would like to acknowledge with deep appreciation the kind expression of sympathy offered by fellow employees during the recent loss of our sister. Bill Everett

My family and I wish to thank my co-workers for their kindness expressed during the recent loss of my mother. Vincent Slama

My family and I wish to express our appreciation to all our friends at Grumman for their expressions of symptahy during the recent loss of my husband Alan. Dorothy Spencer

My family and I extend our sincere thanks to all of our Grumman friends who offered their sympathy during the recent loss of my father. Joe Giarraputo and Family

My family and I wish to thank everyone for their concern and expressions of sympathy during the recent loss of my wife Jenna. Walter Foray Jr.

My family and I would like to thank everyone for their expressions of sympathy and kindness during the recent loss of my mother. Vito Palazzolo

Tokamak's turn-on is a glowing success

Was it hot in Princeton, New Jersey on December 24!

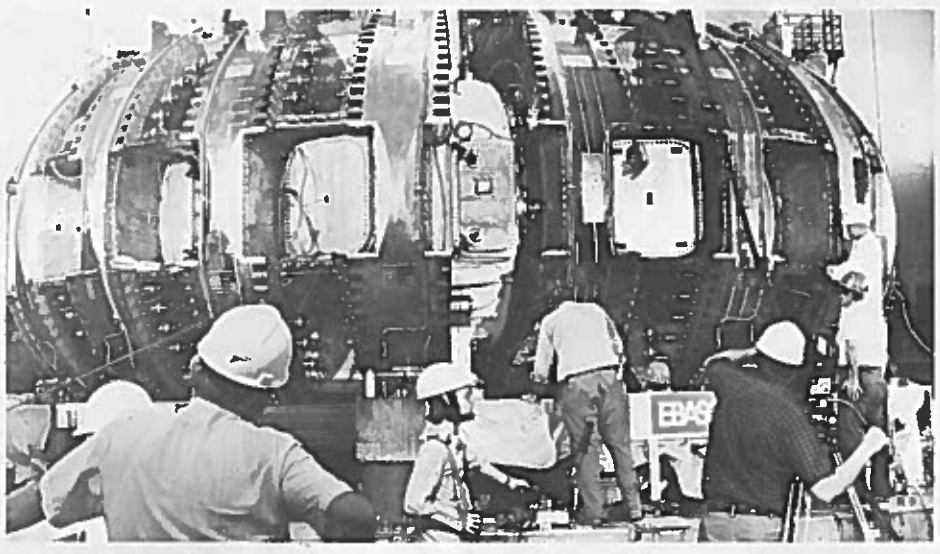
At 3:06 that morning, the Tokamak Fusion Test Reactor in Princeton University's Plasma Physics Lab was turned on for the first time. For less than the time it takes to blink an eye, hydrogen gas was heated to 100,000 degrees Celsius in the reactor.

Takeoff

"It was like the first flight of a plane," says Bob Botwin, who is Grumman's director of Advanced Energy Systems and Fusion Programs. Grumman has been involved with the Tokamak project since 1976 when it teamed with Ebasco Services, Inc., to provide engineering and technical support.

"We were involved in the preliminary design, final design and fabrication of some of the equipment," says Botwin. Some of that equipment included the vacuum vessel, where the fusion reaction takes place.

The brief turn-on was a momentous first step for what is now the largest operating fusion reactor in the world. In a couple of years the temperatures inside the doughnut-shaped reactor will be pushed to 100 million degrees Celsius, many times the temperature of the Sun itself. And perhaps, by early next century, fusion will be a major energy source.



Getting ready. *The last section of Tokamak's vacuum vessel was installed last November, only a month before the fusion reactor was turned on.*

There is still much to do for the 30 Grummanites who are still working on the project. Still to be installed are ion guns which will raise the temperature inside the reactor chamber to the 100 million degree Celsius level needed to sustain continuous fusion.

In the fusion process, deutirium and tritium — two forms of the element hydrogen — are fused. When they fuse they generate helium and tremendous amounts of heat. The heat is what would be used to generate electricity.

The advantages of fusion over fission (the way we get energy from today's nuclear powerplants) are several. The source of the fuel for the fusion reactor is readily at hand: the sea. In addition, proponents of the fusion process claim that radioactive materials created in the fusion process would be much more easily disposed of because they have short radioactive lives.

Next step

However, it will be many years before fusion power is a commercial reality. For Princeton's Tokamak, according to Botwin, the next major step is to reach the "Q=1" point. That is where energy produced by the fusion reaction equals the energy needed to operate the reactor. That will prove the feasibility of the fusion process as an energy source.

Match

The Employee Investment Plan has announced that the company's total matching contribution for the first quarter of 1983 will remain at 75 percent.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Flxible subsidiary to be sold

General Automotive Corporation and Grumman Corporation on December 21 announced an agreement in principle under which General Automotive will buy the assets of Grumman's Flxible bus subsidiary for approximately $40 million in cash, notes, and preferred stock. Details of the agreement are still being finalized.

"This agreement considers the interests of everyone involved," said Grumman Corporation Chairman Jack Bierwirth, "including the Grumman shareholders, the Flxible customers, and the Flxible employees who have worked so effectively and who richly deserve the opportunity of continued employment."

Flxible employs about 1,100 people at its plants in Delaware and Londonville, Ohio.

The sale will result in a charge to Grumman's 1982 results of approximately $24 million, which will be treated as a loss on disposal of discontinued operations.

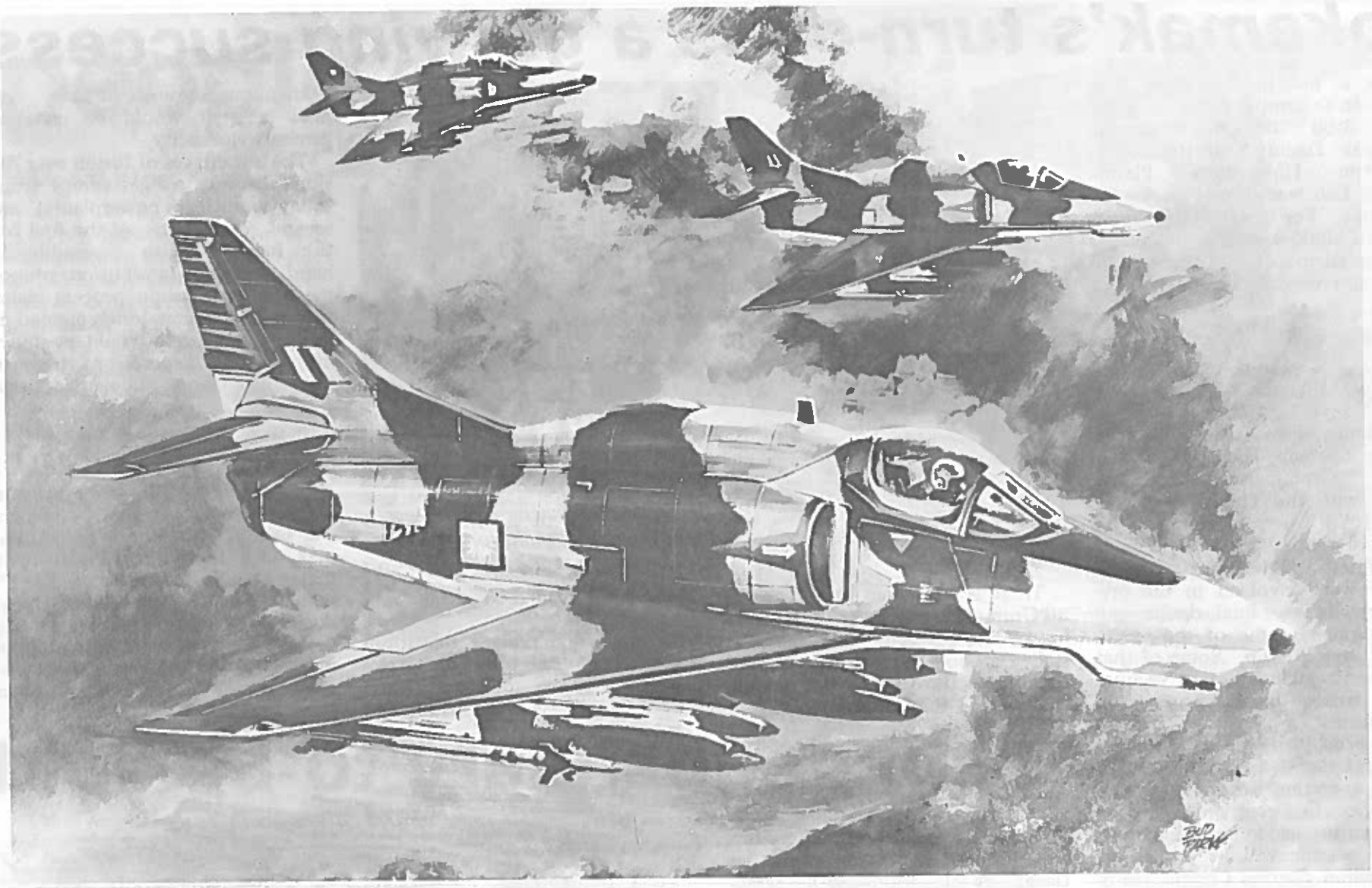
Overseas plant

General Automotive, a privately owned corporation, is headquartered in Ann Arbor, Michigan. Among its operations is a transit bus manufacturing plant in Shannon, Ireland. Cruse W. Moss, the chairman and chief executive officer, was formerly president of AM General Corporation, the special vehicles subsidiary of American Motors which previously manufactured transit buses.

Bierwirth commented further that the match was especially suitable because "...an international manufacturing and marketing structure is necessary to compete successfully in the bus business today."

Quoted in the Columbus, Ohio, *Dispatch*, General Automotive president Mark Obert called the purchase "a natural extension of our business. We see the transit bus industry as a viable business. The problems of Flxible are behind it, and the product coming off the assembly line now is excellent."

Grumman will complete the structural reinforcement of Flxible Model 870 buses already delivered. General Automotive will manufacture and deliver new buses for current and future orders.



At far left Skyhawk Malaysian rendering b Presentatio (top) is the version of TA-4J – Mauna Ke Hawaii; be storage at Air Force is one of will be c refurbishe sian Air Fo

On the c two TA- from Tra Squadron NAS Kings Texas, fl formation.

Tapping international marketplace

Grumman signs Malaysian pact to update A-4s

Grumman Aerospace has entered the international marketplace for the overhaul and refurbishment of aircraft with a contract to update the McDonnell Douglas A-4 Skyhawk for Malaysia.

Grumman St. Augustine (GSAC), a subsidiary of Grumman Aerospace, signed a three-year contract for over $120 million on December 15, 1982, with the government of Malaysia to refurbish 40 A-4 Skyhawks for the Royal Malaysian Air Force. Six of these planes will be converted to trainers.

"This is a milestone contract for us," says Grumman Aerospace President George Skurla, who is also chairman of Grumman St. Augustine Corp. "All our forecasts indicate that the aircraft overhaul business is going to grow significantly in the coming years and become a major market for the skills of the aerospace industry. We have those skills. We also have the facilities to do the work. The Malaysian contract is a big step towards our becoming a major source of aircraft overhaul services."

The opportunity in Malaysia was initially located by Grumman International; the result was a two-year competition against major rework houses. "This is an excellent opportunity to establish a reputation in the world marketplace as a supplier of high-quality, reasonably-priced overhaul and update services," says Grumman International President Mike Pelehach.

Work begins almost immediately with the signing of the contract. Engineering work will be done in Bethpage; refurbishment will be done in St. Augustine.

The Malaysian government has purchased Skyhawks from the U.S. Navy and Marines. The planes will be trucked to St. Augustine over the next six months from Davis-Monthan Air Force Base in Tucson, Arizona.

At St. Augustine, the planes will be partially disassembled and completely rewired; drag chutes will be added, some airframe changes made, and new avionics installed. Refurbishment work includes cleaning inside and out and removal of all corrosion.

About 300 people will be working on the A-4s in St. Augustine at the program's peak.

The Skyhawk's J-65 engine, the same engine that powered the Grumman F11-F Tiger, will require overhaul or IRAN (Inspect and Repair as Necessary) and modifications for durability. This work will be done by Singapore Aircraft Engine Overhaul Ltd. under contract to Grumman.

International workhorse

It started out as the world's smallest atomic bomber in 1954. Today, the A-4 Skyhawk is an international workhorse serving nine countries, including the United States.

McDonnell Douglas has produced nearly 3,000 of these light attack and ground support aircraft since 1954. They are small, single jet engine planes with one man crews. Their 27½ foot wingspans are barely half that of Grumman's A-6E Intruder all-weather medium attack aircraft.

Yet, the Skyhawk can carry up to 10,000 pounds of air-to-ground and air-to-air missiles, bombs, gun pods and countermeasures equipment.

Since the first A-4s were built, they've proven themselves in several conflicts. Most recently, the Argentines used Skyhawks in the Falklands Islands war.

The U.S. Navy and Marines use their A-4s for many roles, not just as attack aircraft, but also for electronic warfare missions and as tankers and trainers.

Grumman planes have something in common with Skyhawks. Beginning in 1946 with a Hellcat and ending in 1968 with the F11-F Tiger, an unbroken string of Grumman aircraft carried the same striking blue and gold colors now carried by the A-4 Skyhawk: the colors of the Navy Blue Angels.

is how the A-4 will look with colors (artist's y Bud Parke of ns). At right Navy's trainer he plane – the in flight over a volcano in ow, this A-4 in Davis Monthan Base in Arizona he planes that verhauled and for the Malay- ce.

ver, 4Js ning 1 in ille, in

In Bethpage, the Product Development Operations Center will convert six Skyhawks into trainers by cutting them just behind the pilot's seat and installing a module containing the instructor's section of the cockpit. A single piece canopy will cover the two seats.

The contract also calls for Grumman to provide Malaysia with support and training for aircrew and maintenance personnel.

The first three A-4s for St. Augustine and the first for Bethpage will arrive in about six weeks. The first four refurbished aircraft are to be flown to Malaysia in late 1984.

Follow-on contracts from Malaysia could increase the total of refurbished aircraft to more than 63. (Malaysia has already purchased additional aircraft from the U.S. Navy.)

Long road

The decision to offer to rebuild someone else's aircraft was a difficult one to make. There was much to be learned about the design and construction of the aircraft. Why did the company decide to enter this business?

Grumman St. Augustine President Ross Mickey explains. "This is the kind of business the aerospace industry will be seeing more and more of in the future. With the high cost of airframes, plus the fact that you can acquire improved capabilities by adding new electronic systems, it doesn't make sense to retire a good airframe.

"Take a look at the amount of money that is being spent on the modification of aircraft, even inside Grumman," says Mickey. "Look at the EF-111, which is a major program; look at the A-6 program at Calverton. Hundreds of millions of dollars are being spent to update aircraft. The day is even coming when all the F-14s are going to be recycled."

Field with a future

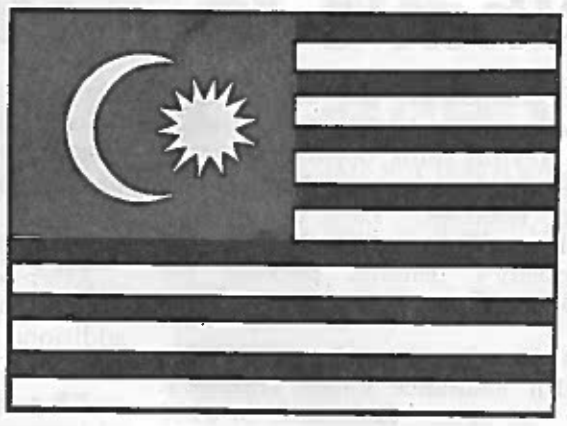
This increase in the aircraft refurbishment and update business was the reason Grumman St. Augustine was established, he says. Initially, it was to take over work being done in Stuart on the HU-16 Albatross and S-2 Tracker. Then, the A-6-to-KA-6D tanker conversion program was added to GASC's list of jobs. Now, the facility has the A-4 Program.

"We're selling overhaul capabilities at a reasonable price, with high technology services readily available from Bethpage. An outfit just in the overhaul or modification business doesn't have the direct access to anything like GAC's expertise in engineering and high technology," Mickey adds.

That's what the Malaysian government saw when they let Grumman St. Augustine know, by letter of intent on November 2, that the company had won the right to negotiate a contract.

Skurla feels that one factor unrelated to price won the contract for Grumman: reputation.

"Grumman has a super reputation for tactical weapons systems integration and for service in the field," he says. "Grumman works hard to keep the customer in the U.S. fleet happy. Our product support made an impression on them."



A little about Malaysia

My country,
The land of my birth,
May her people live in unity and prosperity,
May God grant his blessings upon her,
Peacefully may our Ruler reign.

Those are the words of the Negara Ku, the national anthem of Grumman's newest customer, Malaysia.

The melody for the anthem comes from an old Malay folk tune, but this is a young Southeast Asian nation. It was formed in 1963 when the 11 states of the Federation of Malaysia joined with the states of Sabah, Sarawak and Singapore. Singapore left the union in 1965.

Geography

Malaysia is a two-part nation. The former Federation is on the Malay Peninsula, bordering on Thailand to the north and running down the Peninsula nearly to the Southern tip, where its territory ends at the border with Singapore. Malaysia's capital is Kuala Lumpur.

Sabah and Sarawak are across the South China Sea on the northwestern part of Borneo.

The 10,000,000 people of Malaysia might be Malays, or Chinese, Indians, Ceylonese, Pakistanis, Dayaks of Sarawak of Kadazans of Sabah. Their children are taught Malay — the official language — and English, regardless of their native tongue.

The yang di-pertuan agong — the Supreme Head of State — is Ahmad Shah ibni Sultan Abu Bakar. His post has a five year term and is filled by one of the rulers of the nine original Malay states.

What's in it for me? Better benefits in '83

Grummanites got some good news over the holidays, right after the greeting cards, department store bills, and mimeographed letters from relatives. They received an outline of improvements to the company's benefits package for 1983.

• The first improvement was to health insurance under Traveler's: the "all cause" deductible of $100 per person, or $300 per family.

Until this year, each insured person had to pay a $100 *per cause* deductible for each unrelated illness or injury before Travelers could lend a hand.

For instance, say that all three people in your family came down with strep throats last year. Three doctor's office visits at $35 each, plus three bills at the pharmacy for $20 each, brought you up to $165. Five kids in your daughter's class got conjunctivitis — but hers cost you a $45 trip to the ophthalmologist and a $15 prescription. You caught it, too? Another $60. Two months later, your spouse's earache cost a $35 office visit and a $20 follow-up, plus $20 at the drugstore. Your blood pressure was a little high — and you paid $50 to the internist and $20 for a prescription.

Certainly, no catastrophic illnesses there. But it did amount to $430 worth of non-reimbursible medical bills because the illnesses were unrelated; and not even one of them met the $100 per cause deductible.

With the new coverage, you could start submitting insurance forms as soon as the total of covered medical expenses for all causes reaches $100 per person, or an annual family maximum of $300. ($100 each for three individuals).

After you've satisfied the deductible, the plan will pay 80 percent of additional covered charges. Should your out-of-pocket expenses then reach $1,000 per person, or $3,000 per family, the plan will start to pay 100 percent of covered medical expenses for the rest of the calendar year. The maximum benefit payable on behalf of each insured person is $500,000 lifetime.

To make the transition easier from the present "per cause" plan to the improved "all cause" plan, any covered medical expenses incurred during December 1982 will be applied toward the satisfaction of the 1983 $100 deductible.

• Good news for Health Maintenance Organization (HMO) members, too. In proportion to the increased cost the company must pay to provide the "all cause" plan under Travelers, Grumman will increase its premiums to the HMOs — which will mean lower premiums for those HMO members who must contribute.

Because of these changes in health care coverage, Grummanites will have an opportunity to review the plan under which they are covered and to change it if they wish. This additional enrollment period will be sometime in March.

• Effective January 1, 1983, all Grummanites became members of a payroll-based stock ownership plan, called PAYSOP. Through this program, made possible because of the Economic Recovery Tax Act of 1981 (ERTA), Grumman will distribute company stock to all active full-time employees. This will make all Grummanites members of the Employee Investment Plan.

The Merit Advance System can help you tailor your merit raise to your own financial needs.

Through PAYSOP, Grummanites will acquire stock without cost to themselves; the cost to the company will be offset by tax credits. The amount of stock will be modest — equal to approximately one-half of one percent of base pay — but it gives every Grummanite a growing interest in the company.

Allocations will be made on a quarterly basis; Investment Plan statements for the first quarter of 1983 will reflect each person's account. PAYSOP-generated stock will be held in trust until the employee leaves the company.

More information on PAYSOP will be available within the next few months.

• Back in school? Sign up for another course. The maximum reimbursable tuition credits per calendar year has been increased from 15 to 18 for undergraduate students, and from 16 to 18 for graduate students.

• For exempt employees, the major emphasis for salary increases will continue to be the merit raise program. A cost-of-living adjustment will continue through 1983, but will be paid out twice a year.

For non-exempt employees, there will be a larger merit raise budget. COLAS will be paid every four months as usual, but will be modified because of the apparent decline in the rate of inflation.

• Perhaps the most innovative improvement to the benefits package is the Merit Advance System, or MAS plan, which is being introduced on a one-year trial basis.

When you get a raise, have you ever wished that you could get the increase all at once? MAS is the next best thing. Starting this year, you can elect to receive the approximate net value of the first six months of your increase in a lump sum advance, and the balance received on an ongoing basis six months later.

The MAS plan can help you tailor your merit raise to your own financial needs. The main advantage is that it gives you an immediate sum of money to buy something you want, pay off a bill, or go on a vacation — rather than smaller increases in your paycheck over a period of time.

You might even want to take the merit advance and put it in the bank to earn interest.

A booklet describing the MAS plan in further detail has been distributed.

Rules of the road. *Start off the New Year on the right foot. Observe the traffic rules — inside and outside Grumman gates — for everyone's safety.*

calendar

Aikido Club: every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 2719

Amateur Radio Club: every third Wednesday. Plant 5 conference room BD-1, 5 p.m. D. Townes, Ext. 2889

Chess Club: every Fri., Recreation bldg., 5 to 11 p.m. Beginner-Expert, guests welcome. K. Marley, Ext. 4901/N. Corso, Ext. 9600

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Computer Club: First and third Mondays, Recreation bldg., 5 p.m. Computer discussion and demonstration/beginner to advanced programming. Guests welcome. J. Hayne, Ext. 5556/P. Frumkin, Ext. 2797

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. G. Cupolo, Ext. 4155

Equestrian Club: every weekday, Saddle Brook Farm, E. Northport, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6003

Fencing Club: every Wed., 4:30-6:00 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 5556/P. Chaldaris, Ext. 3638

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4555

Klown Klub: every second Tuesday of each month, Recreation bldg., 4:15 p.m. Guests welcome. M. Deyns, Ext. 7564

Model Railroad Society: every Wed., 7 p.m., Recreation bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 6865

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Lessons 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafeteria; trading sessions and discussions. S. Hoops, Ext. 3926/8586

Tap Dancing Club: every Mon., Recreation bldg., 4:45 to 5:30. Beginners and guests welcome. P. Tropea, Ext. 8091

Table Tennis: every Thurs., Pl. 24, 5 p.m. and every Fri., Recreation bldg., 5 p.m., also every lunchtime. Beginners and guests welcome. B. Fabricant, Ext. 9307

Toastmasters: every Wed., Plant 111, lower concourse. Regular meeting. Grumman employees welcome. C. Peterson, Ext. 4930

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

Sometimes we swing and miss. *It turns out that we missed publishing the winners of the Bethpage Nite Owl softball league for 1982. This time we've got them. They are: (L to R, standing) Dick Lule, Mike Karen, Chuck Kossuth, Al Sperrazza, Gary Flatley, Bob Overton, Rich Shemanski, Don Anderson and Steve Sorice; (kneeling) Bob Reinhardt, Rich Enstad, Tom Campbell and Fred Schwarz. Mike Kossuth couldn't make the photo session.*

You can win a scholarship

Would you like $4,000? That's how much goes to the winners of the Grumman Aerospace Corporation Manufacturing/Technology Scholarships.

Winners receive up to $4,000 a year for tuition and expenses at any college or university offering an accredited bachelor's degree in manufacturing engineering/ technology.

The scholarship is available to Grumman employees and Long Island students who have a two year associate degree in mechanical technology or who have completed the first two years of an engineering curriculum.

Cathy Grastataro was the first Manufacturing/Technology scholarship winner back in 1980. She earned her four year degree and has been working in tool design since her graduation from Weber State in June of last year. Six other winners are now studying at Cathy's alma mater, which is in Ogden, Utah, and one winner is attending classes at the New Jersey Institute of Technology.

The deadline for this year's competition is March 15. For applications or more information call Fred Neuscheler, Ext. 8268.

Brrrace for the cold

The squirrels are busier than usual collecting acorns and adding insulation to their winter nests. In Scotland, ponies are growing thick, thick coats. High in the atmosphere, volcanic ash is beginning to block the sun's rays.

Grummanites in the Northeast had better brace themselves for what many predict will be the coldest winter of the century. Meteorologists are saying that the metropolitan area is in for a record-setting winter — with temperatures four or five degrees below normal on Long Island. Even the 1983 Old Farmer's Almanac cautions that inhabitants of New York and New Jersey should prepare for "prolonged cold and heavy snow" after January 1.

Now might be an opportune time to conduct an energy survey of your home. Before winter knocks at your door, you'll be able to make improvements that will save money — and energy.

Here are a few sources for home energy survey kits:

Cooperative Extension — Suffolk County offers a 95-page booklet, "Save Energy, Save $$$." This booklet can be picked up at 246 Griffin Avenue in Riverhead for $1.50.

New York State has two free home energy audit workbooks, No. 1 and No. 2. Call this toll-free number during regular working hours for your copy: (800) 342-3722.

LILCO offers three home energy audit programs. The first is an audit performed by a LILCO professional right in your home for $10. A few days later, you receive a computer read-out which lists suggestions and improvements which will help in your home energy conservation program. For $2, you conduct your own audit, mail in the results and receive the same type of evaluation. LILCO's third program is free. They will send you a booklet on how to perform and evaluate your own energy audit. For more information on these LILCO programs, call (516) 228-2011.

Chairman for '83 blood drive named

"We're going to try and build on the systems Mel Rabinowitz and Dennis McRedmond set up last year," says Herb Grossman, who was named to succeed Rabinowitz as chairman of the Grumman Blood Program for 1983.

Grossman, who is the deputy director of Manufacturing for Grumman Aerospace, will be assisted by Joe Frisino, the assistant to Vice President — Manufacturing Frank Messina, and Vince Holder, who is assistant to Bethpager Operations general manager Frank Leone.

"I'm more than happy to take on the responsibilities as chairman of this year's campaign because I believe in our program," says Grossman.

Success story

Grumman's program has been a successful one. There have been steady, often dramatic increases in blood donations by Grummanites since new systems to schedule and speed donations were instituted in 1980. Over 4,700 pints of blood were donated in 1981 and the total went over 6,000 last year. In the last drive of 1982, an incredible 774 pints of blood were donated by Grummanites.

But, as tremendous as the response of Grummanites has been, Grossman points out there is still a gap between donations and use. "We Grummanites use much more than we donate," he says.

He has set several goals to make it easier for Grummanites to give blood. "Wherever possible, we're going to hold blood drives in the plants where the donors are," he says. He points out that it's inconvenient and discouraging for donors to have to walk or drive to other buildings to make donations. "If people don't have to go outside, then possibly there'll be more donations."

Making it easy

Number one on his list of priorities, however, is the elimination of the long waits donors often have to sit through before they can give blood. "We'll reschedule people. We're going to take an even more personal approach to this," he says. Instead of letting Grummanites sit for an hour or more, "We'll call them up when there is only a five or 10 minute wait.

"I firmly believe that if people know about the drives in their areas and if we make it convenient for them to donate, they will donate. But I'd be more than pleased if we do what we did last year."

Grossman's team — and he says that there will be as many as 30 or 40 people helping run the drives — has set up a special phone number, Ext. 8920, for daily blood drive information.

They also plan to extend a Grumman helping hand this year. Grummanites alone can't supply the 600 pints of blood a day used by Long Island hospitals. So the Grumman team will try to help some vendors set up blood drives in their shops.

"We want to do this job in a professional manner. Blood donations are so important."

Nice work. *Ed Duncan, Bill Harwood and Bob Phelan (seated, from L) were just three of 16 Grummanites and retirees to receive awards for their special efforts in last year's blood drive. They were given their plaques by Herb Grossman (C), the deputy director of Manufacturing and the 1983 chairman of the Grumman Blood Program, and Joe Frisino (L) and Vince Holder, his campaign managers.*

scorecard

Trip picks

If Bermuda in March sounds good to you, better call Grumman Recreation right away. The March 25-28 trip is tagged at $399 per person based on double occupancy. That includes round-trip air fare, accommodations at the Bermudiana or Belmont Hotel, breakfast and dinner daily, and more.

There's also a trip to Washington, D.C. scheduled for the April 15-17 weekend. Price is $159 per person for double occupancy, and includes round-trip bus transportation; two nights at the Quality Court Governor; and dinner both nights.

Or maybe you've always wanted to see Russia. For $998 per person, you can visit Moscow, Kiev, and Leningrad. Package includes round-trip air fare as well as air fare between cities; hotel; three meals daily; all taxes and gratuities.

Call Recreation (Ext. 2133 or 2269) for more information.

Second icing call

The Grumman Hockey Club is looking for players. If you'd like to play ice hockey for fun, call Barry Van Zandt, Ext. 2392.

On Broadway

Don't wait too long to get tickets for "Wait Until Dark," the latest offering from the Grumman Theater Guild.

Performances will be at 8 p.m. on January 21, 22, 28 and 29 at John F. Kennedy Junior High School on Broadway in Bethpage.

If you get your tickets in advance through Grumman Recreation (Ext. 2133), prices are $3.50 for adults and $2.50 for students and senior citizens. Tickets at the door are $4 and $3.

Zeroed in

"That's five in a row we've won," exclaims George Capua, the captain of the Grumman varsity pistol team. His squad faced and finished off the Rockville Centre Employees team on December 10. The top four Grumman shooters posted an 1102 score to Rockville Centre's 1037. Tony Scesny led the Grummanites with a 280, followed closely by Whitey Northridge (275), Ron Trenkner (274) and Nick Evangelides (273).

Free seats

The night of February 9 is an important one for the Grumman varsity hockey team, ranked fifth in the Long Island Industrial Hockey League and boasting three of the league's top four scorers. It's "Sponsors' Night." There will be special ceremonies between the first and second periods of the game between Grumman and European American Bank. Face-off is at 8:30 at the Nassau Coliseum and admission, as for all games, is free.

Take your cue

Headlining Recreation's winter tournaments this year is the 22nd annual pocket billiards tournament.

Grummanites interested in participating should fill out the accompanying entry form and mail it to Recreation, A01-28, by Feb. 11, 1983.

The competition will take place at the House of Lords billiard parlor on South Oyster Bay Road in Hicksville, beginning Thursday, Feb. 17, at 5 p.m.

In the early rounds, the play will consist of a 75-point game with single elimination. When the competition is narrowed down to four players, 100-point games will be played with double elimination.

If you enter the tournament, you must check in with Mike Cherry of Recreation on the first evening of play.

For more information, call Ext. 2133 or 2269.

Good old Georgia Clay. Clay Wood (L), that is -- the winner of the 1982 William Zarkowsky Golf Classic in Milledgeville, Georgia. Next to him is Ray Polniak who came in third; Faye Little, who led the women's division; Vice President - Milledgeville Operations Bill Zarkowsky; Jack Coward, who hit low gross; and Tony Carioli with his second place trophy.

Pocket billiards tourney

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GRUMMAN plane news

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